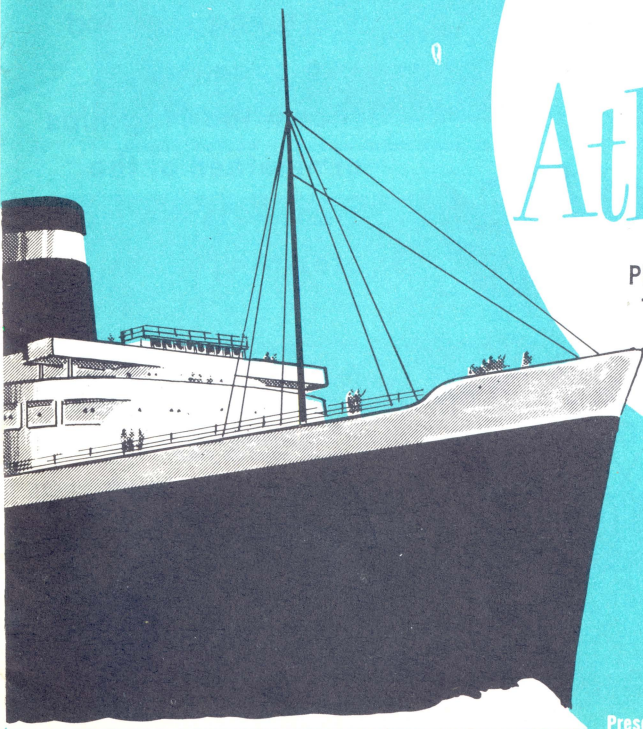


Passenger Ships on the Atlantic Ocean

Pictures and facts about some of the great Trans-Atlantic passenger steamships — the flagships, how big they are, what makes them work, the men who run them, and other interesting things about ships — plus a seafaring vocabulary.



Presented to you by **TRANS-ATLANTIC PASSENGER STEAMSHIP CONFERENCE**



SANTA MARIA

In this wooden vessel manned by 39 sailors, Christopher Columbus discovered a new world.



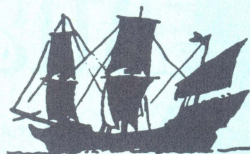
GOLDEN HIND

Francis Drake captained the first English ship to circle the globe in 1577.



THE CLERMONT

Robert Fulton built the first commercially successful steamboat in 1807.



HALF MOON

In 1609, Henry Hudson sailed up the Hudson River trying to find a route to the Orient.



SAVANNAH

1st steam-propelled vessel to cross the Atlantic Ocean in 1819.

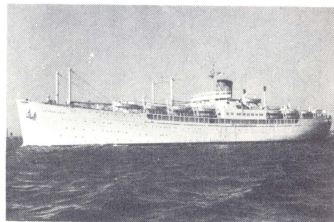


MAYFLOWER

The Plymouth colonists needed 62 days to come across the ocean.

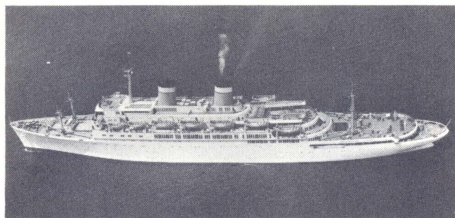
Famous Ships of Yesteryear

The Trans-Atlantic passenger fleet of today numbers more than 60 ships. On these and the next two pages are shown the Flagships of nineteen of the Trans-Atlantic Steamship Lines.

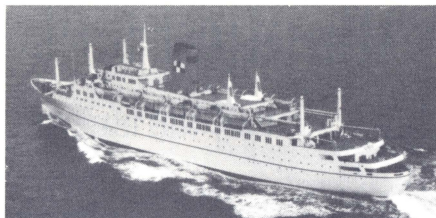


SEVEN SEAS (Europe-Canada Line)
GRT 12,575; Length 492 feet.

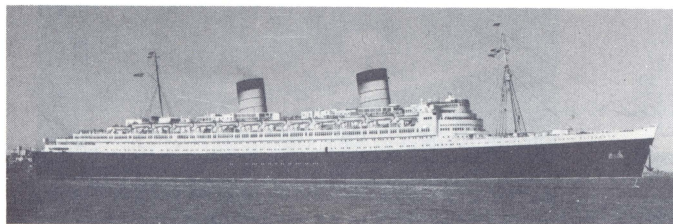
Modern Flagships ...



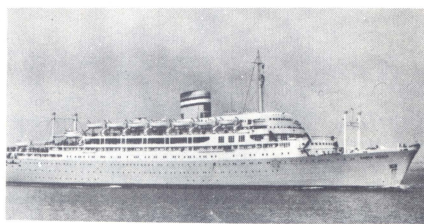
CONSTITUTION (American Export Lines, Inc.)
GRT 30,293; Length 683 feet.



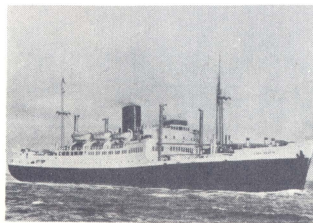
EMPRESS OF CANADA (Canadian Pacific Steamships)
GRT 27,300; Length 650 feet.



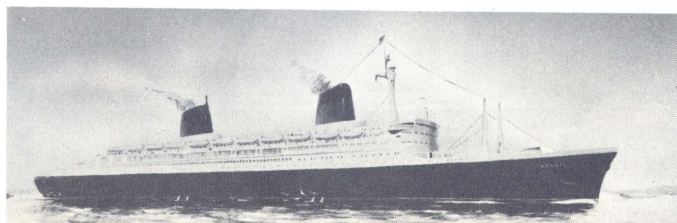
QUEEN ELIZABETH (Cunard Steam-Ship Company, Ltd.)
GRT 83,673; Length 1,031 feet.



SANTA MARIA (Companhia Colonial de Navegacao)
GRT 20,906; Length 610 feet.



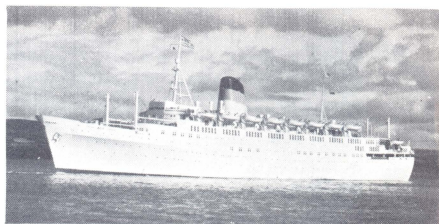
NOVA SCOTIA (Furness Line)
GRT 7,438; Length 441 feet.



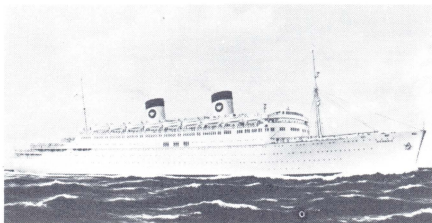
FRANCE (French Line)
GRT 66,000; Length 1,035 feet.

...in the Trans-Atlantic Fleet

The Flagship is usually the largest, newest
or fastest ship of a steamship line



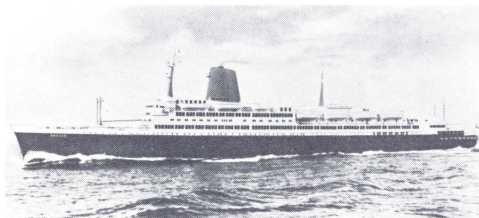
OLYMPIA (Greek Line)
GRT 22,980; Length 612 feet.



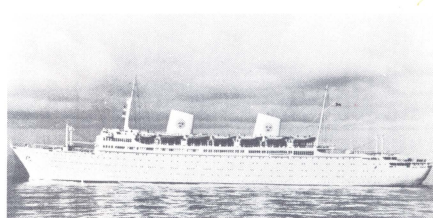
HOMERIC (Home Lines)
GRT 25,487; Length 638 feet.



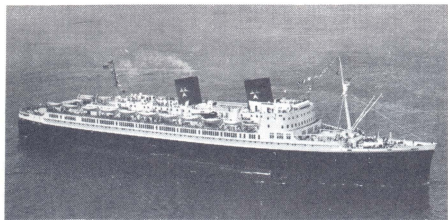
LEONARDO DA VINCI (Italian Line)
GRT 33,400; Length 761 feet.



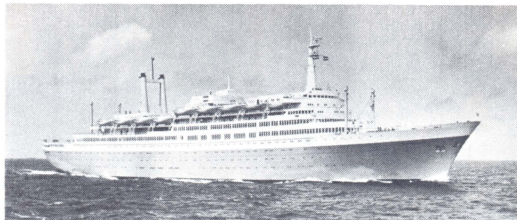
BREMEN (North German Lloyd)
GRT 32,335; Length 702 feet.



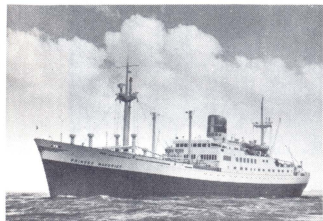
GRIPSHOLM (Swedish American Line)
GRT 23,190; Length 631 feet.



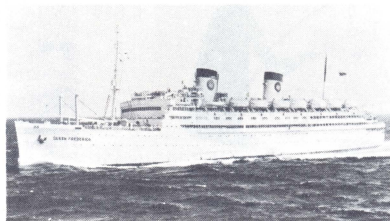
HANSEATIC (Hamburg-Atlantic Line)
GRT 30,029; Length 678 feet.



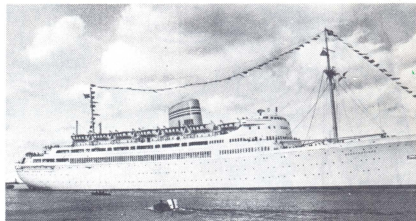
ROTTERDAM (Holland-America Line)
GRT 38,645; Length 748 feet.



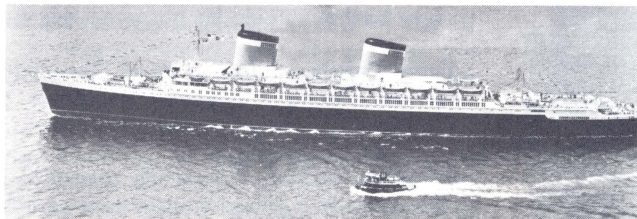
PRINSES MARGRIET (Oranje Line)
GRT 9,336; Length 457 feet.



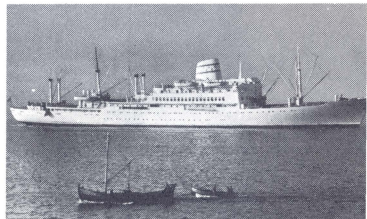
QUEEN FREDERICA (National Hellenic American Line)
GRT 21,570; Length 582 feet.



BERGENSFJORD (Norwegian America Line)
GRT 18,739; Length 577 feet.



UNITED STATES (United States Lines)
GRT 51,988; Length 990 feet.



ISRAEL (Zim Lines)
GRT 9,853; Length 501 feet.

Flagships shown
approximately in
scale. Lengths
given are over-
all. The ton-
nages given are
in gross register
tons (GRT).

Travel by Ship



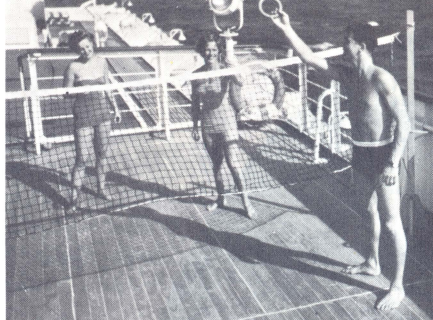
Birthday Party—Celebrating a birthday with a special party and shipmates your own age makes you wish every birthday could be observed this way.

Table Tennis—A fast game of Ping-pong in the fresh sea air. During a voyage, the purser may arrange tournaments with prizes for the winners.

Breakfast in Bed—Cheerfully served by a steward or stewardess in a pleasant stateroom—what a wonderful way to start a day aboard ship!

Is Fun

"All visitors ashore." The signal sounds and friends on shore wave good-bye. The tugs go to work inching the ship into the river and nosing her downstream. Then the tugs cast off—the ship's whistle sounds. Another vacation aboard ship has begun!



Shuffleboard—One of the most popular shipboard games is fun for young and old.

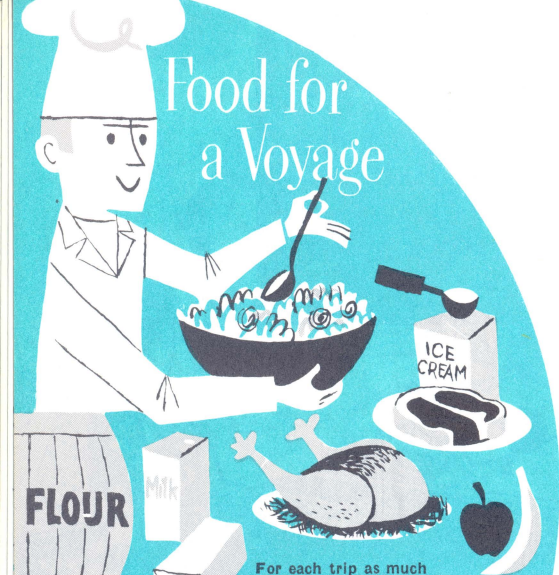
Deck Tennis—Young people enjoy this more active and strenuous sport.

You Can Swim across the Atlantic!—Most of the big liners have one or more swimming pools. The outdoor pool on deck is a popular gathering place for fun and exercise . . . or just relaxing in the sun.

Skeet Shooting—Shooting at clay pigeons thrown into the air by a mechanical device is another popular shipboard sport. All sorts of games and activities are available for ship passengers.



Food for a Voyage

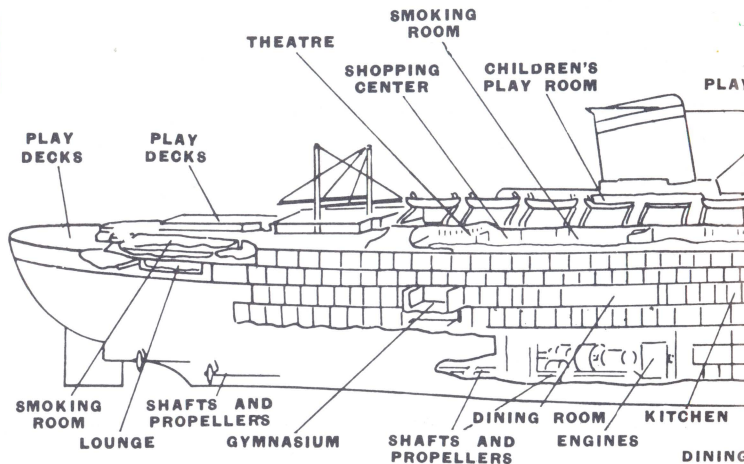


For each trip as much as 25 tons of the finest cuts of meat and 9 tons of poultry are taken aboard and put

in special refrigerators. 150 barrels of flour are loaded for all the bread and the 4,000 rolls baked fresh every day. The "shopping list" also includes 8 tons of fresh vegetables and 500 crates of fresh fruit. Dairy products for a trip include 10,000 quarts of milk, 350 quarts of cream, 4,000 pounds of butter, 4,000 quarts of ice cream, 80,000 eggs, and 5,300 pounds of cheese. To store these food supplies requires a refrigeration plant totaling 60,000 cubic feet, which would meet the refrigerating needs of about 8,000 average homes.

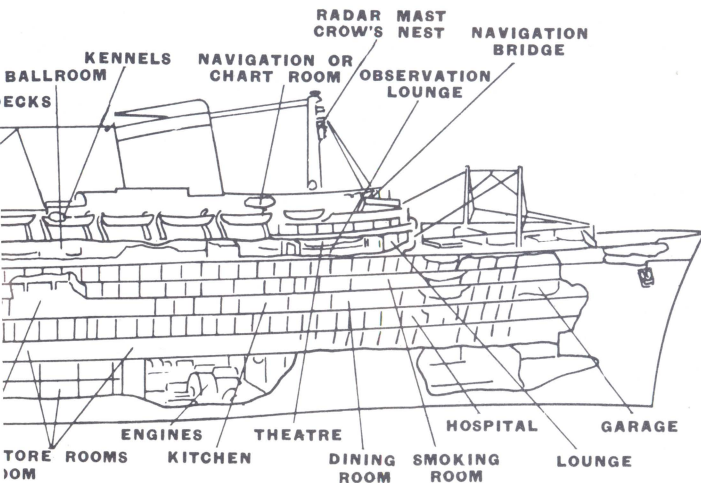
What Makes an

A ship often has one crewman for each two passengers, which means that it can give better service than any other kind of travel. This crew is so efficient that within minutes after a passenger is on board, he is com-



Ocean Liner Work

pletely at home. This drawing shows you the parts of a large passenger steamship. At left and right are some of the huge quantities of foods and supplies used on the larger ships on a single ocean trip across the Atlantic.



Other Supplies



Imagine a linen closet with 30,000 sheets, 31,000 pillow cases, 21,000 tablecloths, and a cupboard stocked with more than half a million pieces of china, glassware, and silver.

Boxes of flowers are taken on board—enough for 2,500 bouquets, corsages, and flowers for staterooms and salons.



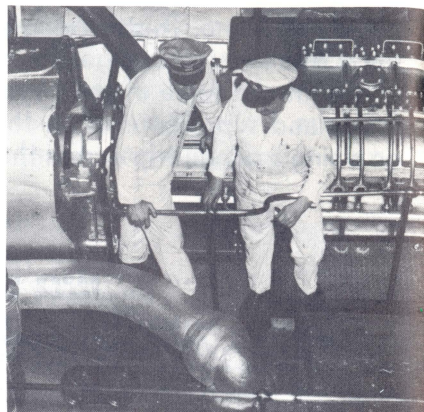
To keep itself clean, the ship needs a variety of brooms and brushes, and enough cleaners to vacuum six miles of carpet daily.

More than 5,000 separate articles, including electric light bulbs, stationery supplies, party hats, and noisemakers are used on each trip.



Men who Run the Ship

The Chief Purser is in charge of the business management of the ship. His department manages or directs all matters relating to the housing, food, and service aboard the ship, and also arranges the many social activities during the voyage, such as games, deck sports, movies, dances and other entertainment.



The Chief Engineer heads the engine room department. He is responsible for the complicated engines that run the ship. He and his staff also are in charge of all the electrical and other machinery that provides light, heat, water, and air conditioning.



The Captain is always in full command of his ship at sea. All the people on the ship—the officers, the crew, and even the passengers—must obey his orders at all times. The captain is a highly skilled person, and he is a much respected man on both land and sea.

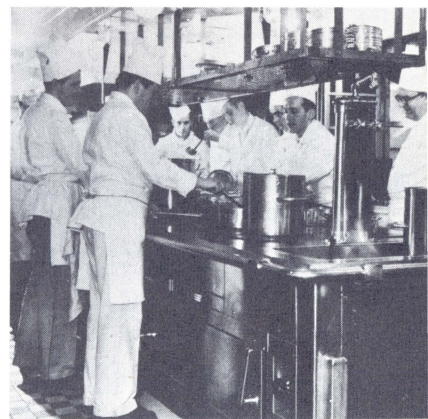


The Chief Radio Operator (usually called "Sparks") and his assistants are constantly at work sending and receiving messages to and from other ships and land by radio and radio-telephone. On most of the big liners, a passenger can communicate with any part of the world by merely picking up a telephone.

The Chief Steward is responsible for providing food and seeing to the comfort of the ship's guests. His department cleans and services the staterooms and waits upon the passengers' every need. His assistants also serve refreshments to the passengers on deck, and supervise the preparation of meals.



A modern ocean liner is actually a floating city, and it takes a wide variety of different skills to run a trans-Atlantic passenger ship. Most of the



The Chef on a large liner may have as many as 150 to 165 assistant chefs and other kitchen personnel on his staff, preparing from 40,000 to 50,000 meals on a single voyage. A typical dinner menu may have more than 100 different dishes.

crew members are not "sailors" in the old-fashioned sense of the word, but are well-trained experts in many highly specialized fields.

When the Big Ships Arrive

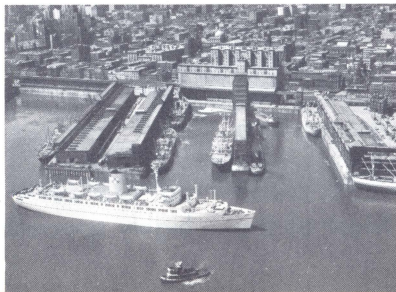
As many as six or more great ocean liners may arrive in or leave New York harbor in a single day, carrying from six to nine thousand passengers. Bringing these ships into port involves the services of many hundreds of people.

First, the harbor pilot goes out in a "pilot boat" to board the incoming ship at the entrance to the harbor. This pilot, who knows the best harbor channels, stands on the bridge with the captain, and guides the ship through harbor waters.

A United States Coast Guard cutter brings Public Health, Immigration, and Customs officials who start

North America's greatest harbor is New York City, with two rivers for docking.

Ocean liners also sail from Montreal, Canada's greatest seaport, gateway to the Great Lakes from the St. Lawrence Seaway.

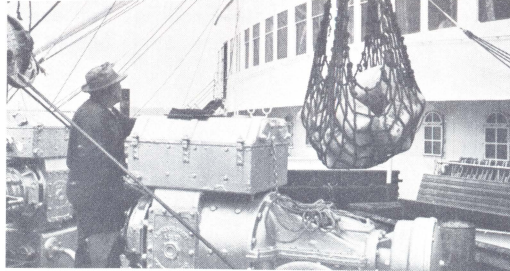


and Sail

inspections while the ship moves up the river towards the pier.

The engines slow down and powerful tugboats take over, easing the great liner gently into the narrow dock. Sailors at the bow and stern of the ship toss heaving lines onto the pier, where husky longshoremen grab them, pulling in the heavy mooring hawsers.

Gangplanks are placed in position. The passengers disembark and locate their baggage, which has been placed on the pier. Then the Customs Inspectors examine the passengers' luggage. Another holiday trip is completed!



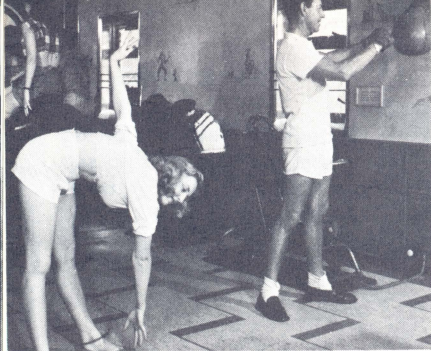
About 8,000 pieces of luggage and tons of ship supplies are brought aboard before sailing time.



Many bon voyage gifts are delivered to the ship and distributed to the passengers' staterooms by the time the ship sails.

Taking on fuel oil for the next voyage is one of the crew's first duties when the ship has docked.





The Gymnasium—Facilities for exercising and keeping trim are available on nearly every ocean liner.



The Shops—Here passengers can purchase clothing, jewelry, books, and sundry items as well as specialties from many countries.

A Floating City

A passenger ship is like a self-contained city with its own electric power plant, water supply system, fire department, hospital, library, movie theatre, newspaper, and any other facilities needed for the health, welfare, comfort, and entertainment of passengers.

There is little you can do on land that you can't do aboard ship as these pictures show.



The Theatre—Movies, skits by the passengers, and other entertainment are presented in the ship's theatre, auditorium, or main salon.

Seafaring Words

Build Your Own Seafaring Vocabulary

Abeam—At right angles to the keel. For example, the wind is abeam when it blows from one side rather than from ahead or astern.

Aft—Near or toward the stern of a vessel.

Amidships (or Midships)—The middle of a vessel.

Beam—The breadth of a vessel at its widest part.

Bow—The forward (front) part of a ship.

Bridge—The bridge is the "nerve center" of the ship, from which the Captain or other officer in charge controls the navigation of the vessel. It is situated forward and above the upper deck.

Bulkhead—Any of the partition walls used to separate various interior areas of the ship such as rooms, holds, and so on.

Galley—The ship's kitchen.

Gangplank—A long, narrow, movable platform or bridge used for boarding or leaving the ship.

Hatch—An opening in the deck for handling cargo.

Hawser—A very heavy rope or cable, used for making a vessel fast to a wharf or pier, in towing, and so on.

Heaving Line—A small rope, which is tied to the end of a hawser on a ship. The heaving line is thrown ashore and caught, and by it one end of the hawser is hauled to the pier.

Hold—Space below decks where cargo, mail, automobiles, and stores are carried.

Lee, Leeward—The direction away from the wind.

Mooring—The act of making a vessel fast to a pier.

Nautical Bell—On shipboard, time is kept by the ringing of bells every half hour. One bell is rung at 4:30, 8:30, and 12:30 o'clock. Each half hour the number of rings is increased by one until eight bells are rung at 4, 8, and 12 o'clock.

Nautical—Pertaining to ships, or to a seaman's business.

Nautical Mile—A nautical mile is 6,080 feet long, compared with a statute, or land, mile which is only 5,280 feet.

Port—The left-hand side of a ship looking forward.*

Porthole—An opening in the ship's side, usually round, and fitted with heavy glass and metal covers.

Quarterdeck—That part of the upper deck reserved for the ship's officers.

Shipshape—Trim, tidy, orderly.

Starboard—Right-hand side of a ship looking forward.*

Stern—The aft (rear) part of a ship.

*An easy way to remember "port" and "starboard" is that the two shorter and the two longer words belong together—that is, "port" and "left" are both shorter words than "starboard" and "right." And red, which is the color of the lights on the port or left side, is also a shorter word than green, which is the color of the lights used on the starboard or right side.

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Caronia
Carinthia
Ivernia
Saxonia
Sylvania



C.C.N.—The Portuguese Line

Santa Maria

Europe-Canada Line

Seven Seas

French Line

France
Flandre

Furness Line

Nova Scotia
Newfoundland

Greek Line

Olympia
Arkadia

Hamburg-Atlantic Line

Hanseatic

Holland-America Line

Rotterdam
Nieuw Amsterdam
Statendam
Maasdam
Ryndam
Noordam
Westerdam

Home Lines

Homerica
Italia

Italian Line

Leonardo da Vinci
Cristoforo Colombo
Augustus
Saturnia
Vulcania

National Hellenic American Line

Queen Frederica

North German Lloyd

Bremen
Berlin

Norwegian America Line

Bergensfjord
Oslofjord
Stavangerfjord

Oranje Line

Prinses Margriet
Prinses Irene
Prins Willem van Oranje

Swedish American Line

Gripsholm
Kungsholm

United States Lines

United States
America

Zim Lines

Israel
Zion



When you have finished your booklet, take it home for Dad and Mother to see.